

YZ60



www.legends-yamaha-enduros.com

FOR VERY FAST STARTS.

We designed our new YZ60 to get young riders started right, very fast.

The new YZ60's 58cc powerplant is engineered to be light, compact and very muscular, just like our bigger YZ's. Yamaha's unique reed-valve Torque Induction supplies tremendous low-end pulling power and a sure response to the slightest throttle twist throughout the rpm range.

The six-speed constant-mesh transmission lets young riders learn how to use all the power most efficiently.

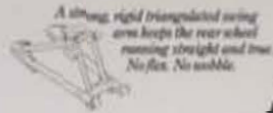
And there's a primary kick starter for easy starting in any gear.

Yamaha's exclusive, race-winning Monoshock rear suspension provides a whopping 163mm of wheel travel. The Monoshock, coupled with a strong, triangulated swing arm, is the best method yet devised to keep the rear wheel on the ground for sure traction. And best of all, the spring preload is adjustable to suit different riders and courses.

Up front, the leading-axle front forks provide 150mm of travel to soak up the whoopiest whoop-de-doo's.

And like our bigger YZ's, the YZ60 is built around a strong single-down-tube tubular steel cradle frame that is both very light and very strong. The frame design also provides a low seat height, for a low center of gravity and great stability. Yet there's a full 200mm of ground clearance.

So, if you want to get started right, make your first MX mount a YZ60. Because there's nothing like starting at the top. And working up.

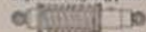


A strong, rigid triangulated swing arm keeps the rear wheel running straight and true. No flex. No wobble.

The rear engine mount is also the swing arm pivot, moving the pivot as close as possible to the drive sprocket for maximum torque transfer.

A quick-shifting, six-speed torque mission lets young riders make the best use of all the power. And the primary kick starter lets them crank up in any gear.

Our exclusive Monoshock offers adjustable spring preload to help riders



keep the rear wheel on the ground, ensuring good traction over any course.

The FIM type side covers hold the rider's leg from covering his number. So mom and dad can always spot him.



The powerful and responsive new 58cc two-stroke single is a completely new design. Reed valve Torque Induction ensures steady power across the broadest rpm range for better traction. The optional 1.8 liter headlight is now optional only.



The durable polycarbonate fenders are designed to prevent mud build up.

The top of the suspension frame joints rely plastic over steel to absorb bumps.

Leading/trailing drum brakes, both front and rear, make braking sure and smooth.

This year all the rugged features are built around a strong, lightweight single-down-tube tubular steel frame, just like our bigger YZ's.

Capacitor Discharge Ignition (CDI) provides a hot, efficient spark under all riding conditions. With very little maintenance.

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ENGINE

Type Reed-valve, 2-stroke, single
Displacement 59cc
Bore and Stroke 42.0 x 42.0mm
Compression Ratio 7.6:1
Maximum torque 5.4 ft.-lbs.
(.75 kg-m) @ 10,500 rpm
Carburetion Mikuni VM24SS
Ignition CDI
Starting Primary kick
Lubrication Pre-mix
Transmission 6-speed

CHASSIS

Overall Length 60.8" (1,545mm)
Overall Width 28.1" (715mm)
Overall Height 36.0" (915mm)
Wheelbase 41.7" (1,060mm)
Ground Clearance 7.9" (200mm)
Seat Height 25.8" (655mm)
Dry Weight 114 lbs. (52 kg)
Fuel Tank Capacity 0.8 gals. (3 l)

Suspension

Front Telescopic forks
Rear Swing arm with Monoshock

Brakes

Front Drum
Rear Drum

Tires

Front 2.50 x 14
Rear 3.00 x 12

Coloring Competition Yellow

Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.



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YAMAHA
THE WAY IT SHOULD BE.